

tion for all affected urban bus operators, (and for any model year 1984 and 1987 engine models) for which equipment has been certified by July 1, 1994 as meeting the emission and cost requirements of paragraph (b)(2) of this section for all affected urban bus operators, the post-rebuild particulate emission level shall equal the lowest emission level (greater than or equal to 0.10 g/bhp-hr) certified for any such equipment;

(3) For any engine model for which no equipment has been certified by July 1, 1994 as meeting the emission and cost requirements of paragraph (b)(1) or paragraph (b)(2) of this section for all affected urban bus operators, the post-rebuild particulate emission level shall equal the pre-rebuild particulate level;

(4) For any engine model with a pre-rebuild particulate level below 0.10 g/bhp-hr, the post-rebuild particulate emission level shall equal the pre-rebuild particulate level;

(5) Notwithstanding paragraph (c)(1)(iii)(C)(3) of this section, if by July 1, 1994, no equipment has been certified for any of the engine models listed in the table at paragraph (c)(1)(iii)(A) of this section, then the post-rebuild particulate levels shall be as indicated in the table at paragraph (c)(1)(iii)(A) of this section.

(C) For TLF calculations for calendar year 1998 and thereafter, post-rebuild particulate emission levels for a specific engine model shall be equal to the following:

(1) 0.10 g/bhp-hr, for any engine model (other than those indicated in paragraph (c)(1)(iii)(C)(4) of this section) for which equipment has been certified by July 1, 1996 as meeting the emission and cost requirements of paragraph (b)(1) of this section for all affected urban bus operators;

(2) For any engine model for which no equipment has been certified by July 1, 1996 as meeting the require-

ments of paragraph (b)(1) of this section for all affected urban bus operators, but for which equipment has been certified by July 1, 1996 as meeting the emission and cost requirements of paragraph (b)(2) of this section for all affected urban bus operators, the post-rebuild particulate emission level shall equal the lowest emission level (greater than or equal to 0.10 g/bhp-hr) certified for any such equipment;

(3) For any engine model for which no equipment has been certified by July 1, 1996 as meeting the requirements of either paragraph (b)(1) or paragraph (b)(2) of this section, the post-rebuild particulate emission level shall equal the pre-rebuild particulate level;

(4) For any engine model with a pre-rebuild particulate level below 0.10 g/bhp-hr, the post-rebuild particulate emission level shall equal the pre-rebuild particulate level;

(5) Notwithstanding paragraph (c)(1)(iii)(C)(3) of this section, if by July 1, 1996, no equipment has been certified to meet the emission requirements of paragraph (b)(1) or paragraph (b)(2) of this section for any of the engine models listed in the table at paragraph (c)(1)(iii)(A) of this section, then the post-rebuild particulate levels shall be the pre-rebuild particulate levels specified in the table at paragraph (c)(1)(iii)(A) of this section.

(6) Notwithstanding paragraph (c)(1)(iii)(C)(3) of this section, if by July 1, 1996, equipment has been certified to meet the emissions requirements of paragraph (b)(1) or paragraph (b)(2) of this section for any of the engine models listed in the table at paragraph (c)(1)(iii)(A) of this section, but no equipment has been certified by July 1, 1996 to meet the life-cycle cost requirements of paragraph (b)(1) or paragraph (b)(2) of this section, then the post-rebuild particulate levels shall be as specified in the following table:

Engine model	Model year sold	Pre-rebuild PM level (g/bhp-hr)	Post-rebuild PM level (g/bhp-hr)
DDC 6V92TA	1979-1987	0.50	0.30
	1988-1989	0.30	0.30
DDC 6V92TA DDECI	1986-1987	0.30	0.30
DDC 6V92TA DDECII	1988-1991	0.31	0.25
	1992	0.25	0.25

Engine model	Model year sold	Pre-rebuild PM level (g/ bhp-hr)	Post-rebuild PM level (g/ bhp-hr)
	1993 (no trap)	0.25	0.25
	1993 (trap)	0.07	0.07
DDC Series 50	1993	0.16	0.16
DDC 6V71N	1973–1987	0.50	0.50
	1988–1989	0.50	0.50
DDC 6V71T	1985–1986	0.50	0.50
DDC 8V71N	1973–1984	0.50	0.50
DDC 6L71TA	1990	0.59	0.59
	1988–1989	0.31	0.31
DDC 6L71TA DDEC	1990–1991	0.30	0.30
Cummins L10	1985–1987	0.65	0.46
	1988–1989	0.55	0.46
	1990–1991	0.46	0.46
Cummins L10 EC	1992	0.25	0.25
	1993 (trap)	0.05	0.05
Alternatively-fueled engines	Pre-1994	0.10	0.10
Other engines	Pre-1988	0.50	0.50
	1988–1993	(¹)	(¹)

¹Certification level.

(iv) To determine whether to use the pre-rebuild emission level or the post-rebuild emission level from paragraph (c)(1)(iii) of this section in calculating the TLF for a given calendar year the following table shall be used:

Model year of engine	Year for which TLF is being calculated	Particulate emission level (See table in § 85.1403 (c)(1)(iii))
1993	1996–1998	Pre-rebuild level.
	1999 and thereafter.	Post-rebuild level.
1992	1996–1998	Pre-rebuild level.
	1999 and thereafter.	Post-rebuild level.
1991	1996–1997	Pre-rebuild level.
	1998 and thereafter.	Post-rebuild level.
1990	1996–1999	Pre-rebuild level.
	2000 and thereafter.	Post-rebuild level.
1989	1996–1999	Pre-rebuild level.
	2000 and thereafter.	Post-rebuild level.
1988	1996–1998	Pre-rebuild level.
	1999 and thereafter.	Post-rebuild level.
1987 ¹	1996 and thereafter.	Post-rebuild level.
1986	1996–1997	Pre-rebuild level.
	1998 and thereafter.	Post-rebuild level.

Model year of engine	Year for which TLF is being calculated	Particulate emission level (See table in § 85.1403 (c)(1)(iii))
1985	1996	Pre-rebuild level.
	1997 and thereafter.	Post-rebuild level.
1984	1996 and thereafter.	Post-rebuild level.
Pre-1984	1996 and thereafter.	Pre-rebuild level.

¹For model year 1987 engines, the post-rebuild particulate level may be more stringent for calculating the TLF beginning in 1999, as a result of the application of paragraph (c)(1)(iii)(C) of this section to such engines in 1998.

(2) To determine compliance under this program, the TLF, rounded to two places after the decimal, shall be compared with an annual Fleet Level Attained (FLA) of particulate emissions calculated using the equation defined in paragraph (c)(2)(i) of this section, and also rounded to two places after the decimal. At all times during a given calendar year, the FLA must be at or below the TLF for the same calendar year in order for the fleet to be in compliance.

(i) An urban bus operator shall calculate its Fleet Level Attained (FLA) using the following equation: